

ROAD BOOSTERS GET STATE AID

THE STATE ROAD DEPARTMENT
AGREES TO TURN OVER AUTO
LICENSE MONEY

Escambia county delegates gained every request asked of the State Road Department at Tallahassee, Wednesday, after an argument which lasted until 10 o'clock Wednesday night. The delegates caught the midnight train and arrived in Pensacola yesterday morning. The State Road Department adopted a resolution concerning the Escambia river bridge, as follows:

Whereas, it has been made known to the commissioners that the various civic organizations of Santa Rosa and Escambia counties, Florida, together with the boards of county commissioners of said counties, have held a joint meeting in Pensacola on the 25th day of March, A. D. 1920, and adopted a resolution signifying their acceptance of a bridge location over the delta of the Escambia river near what is known as Floridatown-Perry Pass and Thompson Bayou-Sandridge and have pledged to secure the right of way and to put the financial support of the two counties behind the project of constructing a crescent wooden bridge at such location as the engineer of this department shall indicate or decide as being the most feasible, and to cooperate with the State Road Department in the making of the survey.

Therefore, be it resolved, that the bridge engineer of this department be, and he is hereby directed to make a detailed survey of the territory between the Floridatown-Perry Pass location and the Thompson Bayou-Sandridge location, in cooperation with the engineers of Santa Rosa and Escambia counties, for the purpose of determining the most feasible location, and to submit to this department a profile of the most feasible route, with test borings and detailed estimates of the cost of such portions as may be constructed by fills and such portions as may be constructed by crescent piling works and such portions as necessitate the construction of a draw, together with details of approaches, and to submit estimates of costs of total construction, at the July meeting.

The committee from Pensacola consisted of the following: L. W. Hardy and Gus Soderling of the county commissioners; W. E. Wheat, county engineer; W. H. Herrider, George Emmanuel, George O. Brosnahan and F. W. Marsh, representing the various civic organizations, together with J. F. Poore, J. E. Keen of the board of commissioners of Santa Rosa county, and Engineer Overman from that county, and F. H. Cobb and Mr. Hardee of Floridatown, representing the citizens of Santa Rosa county.

The first business was the presentation of a resolution of the board of county commissioners relative to application of automobile funds, due from the state to this county in excess of the amount necessary to build Pine Barren Bridge, in laying hard-surfaced road on hill south of Pine Barren creek. This resolution met with the approval of the department and arrangements were made for the constructing of this road immediately upon the completion of the Pine Barren bridge.

It was the wish of the joint commission that this road be constructed at a point approximately half way between Pensacola and Plomaton as an object lesson of the benefits of hard-surfaced road as the State Road Department is perfecting program for this character of road on all the main trunk highways.

KASELACK BALES FIRST ALFALFA IN ESCAMBIA

Edwin Kaselack of Richland Farms, has baled what is believed to be the first Alfalfa hay grown in quantity in Escambia county. Mr. Kaselack baled 2,500 pounds of Alfalfa a few days ago. He has six acres and expects to get from 6 to 10 crops this year, depending on the weather. In the north and west the hay averages 3 to 5 crops a year and it is believed twice as much can be grown here.



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GREELEY WARNS UNITED STATES

NEW CHIEF FORRESTER PIC-
TURES WAY FRANCE HANDLES
HER FORRETS.

With the newspapers of the United States only two and three days ahead of their print paper supply and many of them throwing away advertising in order to continue publishing, the American Forestry Association of Washington points to the way France handles her forests. France teaches a great lesson to this country, the association says, and points to the housing situation and the great demand for lumber at this time in printing the warning of Col. William B. Greeley, a director of the American Forestry Association and the new chief forester of the United States. During the war the biggest regiment in the world, the Twentieth Engineers Forest, had an opportunity to get an idea of French forest management. On this subject Col. Greeley, of that regiment, writes in the American Forestry Magazine:

"A lumberjack sergeant of the Twentieth Engineers remarked that the lumber business in France seemed to be concerned more with growing trees than cutting them into boards. That in a nutshell is the difference between the timberland owner in France and the timber baron of America. The conception of a forest as land producing a crop after crop of wood extends from the intensively managed public forests of France down to the peasant who owns half a hectare of poplars in a swampy bottom.

"To us in the United States, who are wont to think of forestry as possible only for the nation or state, it is of interest to know that two-thirds of the wonderfully conserved forests of France are owned by private citizens. The technical care of these 16 million acres of private forests does not differ, in essential respects, from that given to the state and communal properties.

"About 30 per cent of them, however, are devoted to the production of hardwood fuel, with crops every 20 years, whereas the aim of the public forests is to grow as much large timber as possible. Upon her privately owned forests, France thus depends for the bulk of her lumber and fuel wood. Private forestry is a vital factor in her national economy.

"The hardwood coppice, or sprouts, which furnish the bulk of the wood fuel of the country and were cut over enormous areas to keep the American army warm, have an average value on the stump of probably \$4.00 per cord. The value of a fuel crop grown on a well managed forest in 20 years ranges from \$50 to \$60 an acre as it stands in the woods; and an additional stumpage return is usually realized from the small brush or fagot wood. The stumpage values of the principal timber trees of France averaged, in 1917, at least five times the prevailing prices of similar species in the United States. Maritime pine stumpage in the Landes, comparable to rather low grade shortleaf pine in the southern states, sold for around \$26 per thousand board feet. The oak timber of all grades, bought by our army in the Loire River Valley and in the upper watershed of the Marne, probably averaged \$36 per thousand board feet on the stump. The silver fir and spruce which we obtained in the Vosges and Jura mountains, timber averaging 6 or 8 logs to the thousand feet, cost about \$50 per thousand standing in the forests; but in buying selected piling we sometimes exceeded \$90 per thousand board feet. And do not overlook the fact that these prices were obtained for stumpage grown as thick as the species and class of product permit.

"The lumber manufacturing industry has grown up upon and adapted itself to a system of forest management which permits but small cuttings at any one place in any one year or series of years. Cases are rare when the well being and permanence of the forest are sacrificed to the requirements of a manufacturing enterprise—an exact opposite of the situation so common in the United States where the manufacturer owns the timber and has denuded one forest region after another in order to supply his large, stationary mills to their maximum capacity. While this relation is largely a result rather than a cause of the economic status of private forestry in France, it indicates the industrial adjustments which will become necessary in America as our emphasis shifts from the supplying sawmills to growing timber.

"The situation of France today is a striking warning that the United States can ill-afford the national loss of idle land. Public agencies doubtless must assume the greater part of the immediate task of growing timber on our idle cut-over land. But publicly owned forests cannot do all of it in the United States any more than in France. Our national policy should aim definitely and unequivocally at the practice of forestry by private owners as rapidly as that can be brought about by better methods of taxing timberland, by the co-operation and educational help of state and federal agencies, and by the recognition, on an equitable basis, of the obligations carried by forest ownership."

**TWILIGHT LEAGUERS
WILL MEET TONIGHT**
Manager Stubbins of the East Hill Playgrounds has issued a call for all who are interested in Twilight League baseball to meet at the mayor's office, city hall, at 7:30 o'clock tonight. A meeting which was called a week ago was unable to convene because of the bankers' convention.

POPE HONORS U. S. ADMIRAL



BALTIMORE—The first American to become a Knight of the Order of the Great Cross of St. Gregory is Admiral William S. Benson, chief of operations of the U. S. navy during the war and now chairman of the Shipping Board. Pope Benedict XV conferred the honor through Cardinal Gibbons, seen here with the admiral.

MOTOR RURAL CARRIER EXAMINATION ORDERED

The United States civil service commission has announced an examination for the county of Escambia, to be held at Pensacola, on May 22, 1920, to fill the position of motor rural carrier at McDavid, and vacancies that may later occur on motor rural routes from post offices in the above-mentioned county. The salary on motor routes ranges from \$2,100 to \$2,250 per annum. The examination will be open only to citizens who are actually domiciled in the territory supplied with mail by a post office in the county and who meet the other requirements set forth in forms 2121 and 1977. Form 2121 may be seen posted at any post office in the county for which the examination is held, and form 1977 and application blanks may be obtained from the offices at which the examination is to be held, or from the United States civil service commission at Washington, D. C. The appointee to this position will be required to furnish, maintain, and operate a modern motor vehicle with a carrying capacity of not less than 800 pounds and a cubic capacity of not less than 80 feet. Applicants must file with their appli-

cations a statement of the equipment they will be able to provide in the event of appointment. Applications should be forwarded to the commission at Washington, D. C., at the earliest date.

VALPARAISO

Valparaiso held her first political meeting last Friday, when Senator Fletcher talked for an hour on the wide veranda of the Bayshore hotel to fully 200 citizens. The senator and his party were well pleased with what they saw of our development and they spent some time in looking around. The dinner at the hotel was enjoyed by the senator and his party.

A full half mile of Bayshore drive was hard surfaced during the week and the work is progressing rapidly. Heavy fills and grades delayed the work somewhat, but now that these are finished the work will proceed much faster. Soon Valparaiso will have more hard surfaced streets than any city in west Florida except Pensacola.

More than 100 new bungalows are contemplated for this year.

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It contains no Alcohol, Arsenic or other poisonous drugs.—Adv.

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ITALY COMBATS FAILURE TALK

MINISTER OF THE TREASURY
WIRES ALL CONSULS THAT NA-
TION IS PROSPEROUS INSPIRE
OF WAR TROUBLES.

To combat propaganda that the Italian government is financially unsound and that the country is threatened with revolution, the Italian minister of war has sent the following telegram to all consuls in the United States:

Italian Finances Very Prosperous.
The economic and financial vitality of our country is demonstrated by no uncertain signs. The increase in savings of eighteen billion lire, almost equaling the amount of all the fiduciary currency. The noticeable betterment of the commercial balance. The increase in revenue for the budget expenditures, as well as a beginning in the reduction of extraordinary expense. The stoppage of any further increase in paper circulation by the program of the minister of the treasury, who is keeping his promise to diminish it. The endurance maintained during the war period continues in the present economic struggle, despite the great need of liquidation and reconstruction resulting from the war. It is true that there is some social agitation, but Italians, like all other free people, now and then talk of excessive deed for the reason that they never act them. Yet this moment will also go by and confidence will again shine upon our sacred nation always full of faith in the future.

LUIGI LUZZATTI,
Minister of Treasury.

AN OLD RECIPE TO DARKEN HAIR

Sage Tea and Sulphur Turns Gray,
Faded Hair Dark and
Glossy.

Almost everyone knows that Sage Tea and Sulphur, properly compounded, brings back the natural color and lustre to the hair when faded, streaked or gray. Years ago the only way to get this mixture was to make it at home, which is messy and troublesome.

Nowadays we simply ask at any drug store for "Wyeth's Sage and Sulphur Compound." You will get a large bottle of this old-time recipe improved by the addition of other ingredients, at very little cost. Everybody uses this preparation now, because no one can possibly tell that you darkened your hair, as it does it so naturally and evenly. You dampen a sponge or soft brush with it and draw this through your hair, taking one small strand at a time; by morning the gray hair disappears, and after another application or two, your hair becomes beautifully dark, thick and glossy and you look years younger.—Adv.



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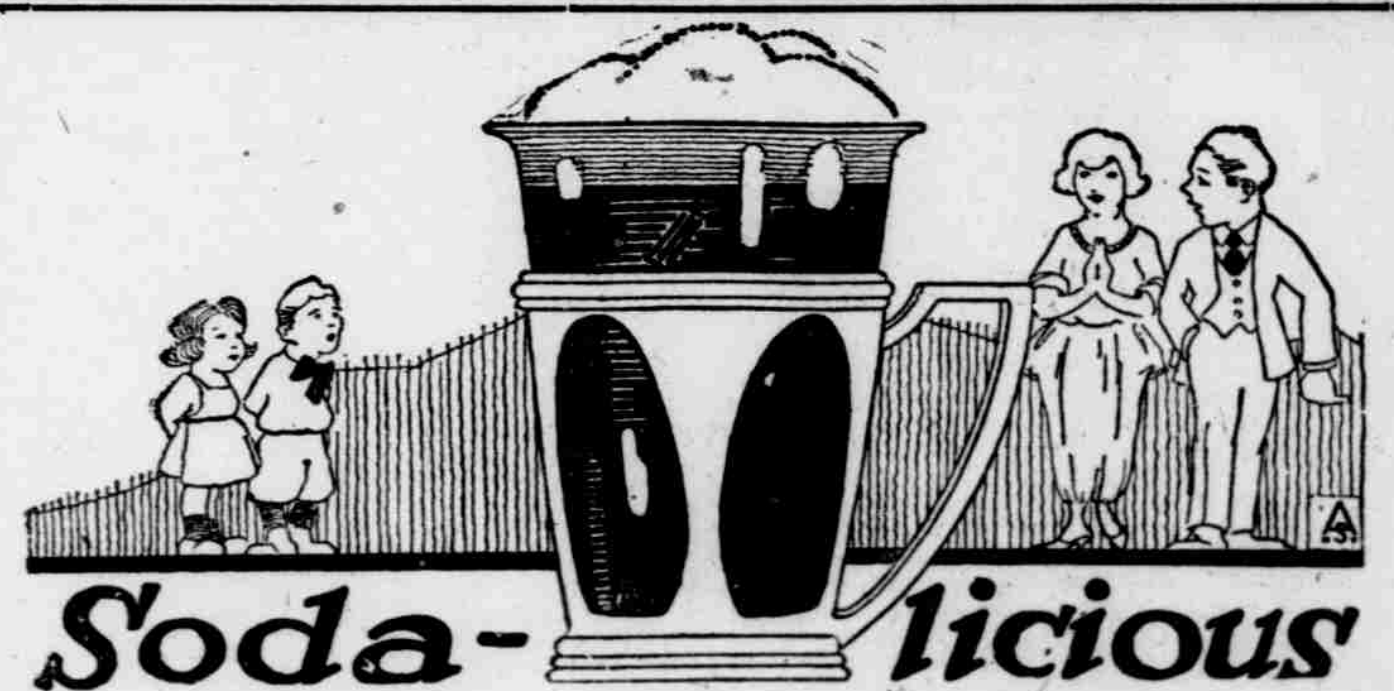
If you have a house or dwelling that you want to rent or sell, it will pay you to wire for Electric Service.

The house wired for Electric Light is always in demand and will bring you considerably more rental and a larger sale price than the dwelling without this great, modern convenience. Thus the cost of wiring is returned to you in a short time—after which your investment pays you a substantial return.

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